



TRANSPORTATION LINES

Norfolk's Splendid Facilities
by Rail and Water.

CONNECTIONS NORTH, SOUTH, EAST AND WEST

A Remarkable Showing of Growth
and Development.

THE GREAT TRUNK RAILROAD

Lines Leading Onward to the King's
Chamber.

18,000 MILES RAIL, 17,000 WATER TRANSPORTATION

Detailed Review of the Respective Lines by
Rail and Water.

Norfolk has become in the past ten years a great railroad terminal. Great trunk lines with great rail way connections put in quick reach. "THE KING'S CHAMBER AMONG THE GREAT HARBORS," as Maury the great navigator and "Pathfinder of the Seas and Geographer of the Main" described it. As a recent writer remarked, "and a King's chamber truly, it is to landsmen dwelling on the plain, a view quite apart from the view of those who go down to the sea in ships." Baltimore with half a million souls, occupying one of the courts to this chamber, the estuary of the Patuxent; and in its grand natural aqueducts and fountains of the James and Elizabeth in Virginia, two other great seaports of trade impressively rise, into and out of, back and forth, through these and other portals to it, a vast and cumulative stream of the foreign commerce of the central West and the central South--and from the eastern side of the Mississippi Valley now between Chicago and Memphis, towards the great bay, nearly all the trunk lines of rail either lead or head.

And so it is. A glance at the map of Norfolk's trade area will demonstrate this assertion, nearly eighteen thousand miles of railroad. Such a terminal at this grand harbor. A little more than twenty years ago the short line of rail, not exceeding two hundred miles, was the sum total of the railroad system that furnished "a trade area" to Norfolk. The growth has been phenomenal, and the promise is far brighter for even a greater stretch in much less time than it has required to secure what it now proudly claims. The trunk lines that made this harbor their terminal are

THE NORFOLK AND WESTERN.
THE SEABOARD AIR LINE.
THE ATLANTIC COAST LINE.
THE CHESAPEAKE AND OHIO.
THE ATLANTIC AND DANVILLE.
THE NORFOLK AND SOUTHERN.
THE NEW YORK, PHILADELPHIA AND NORFOLK.

There are besides two smaller lines: the Norfolk, Albemarle and Atlantic, and the Ocean View. It is estimated that the number of passenger trains running into and out of Norfolk daily is 60, while the number of freight trains is stated to be about 80. Each twenty-four hours it is asserted that nearly 1,200 car loads of freight are discharged at our depots.

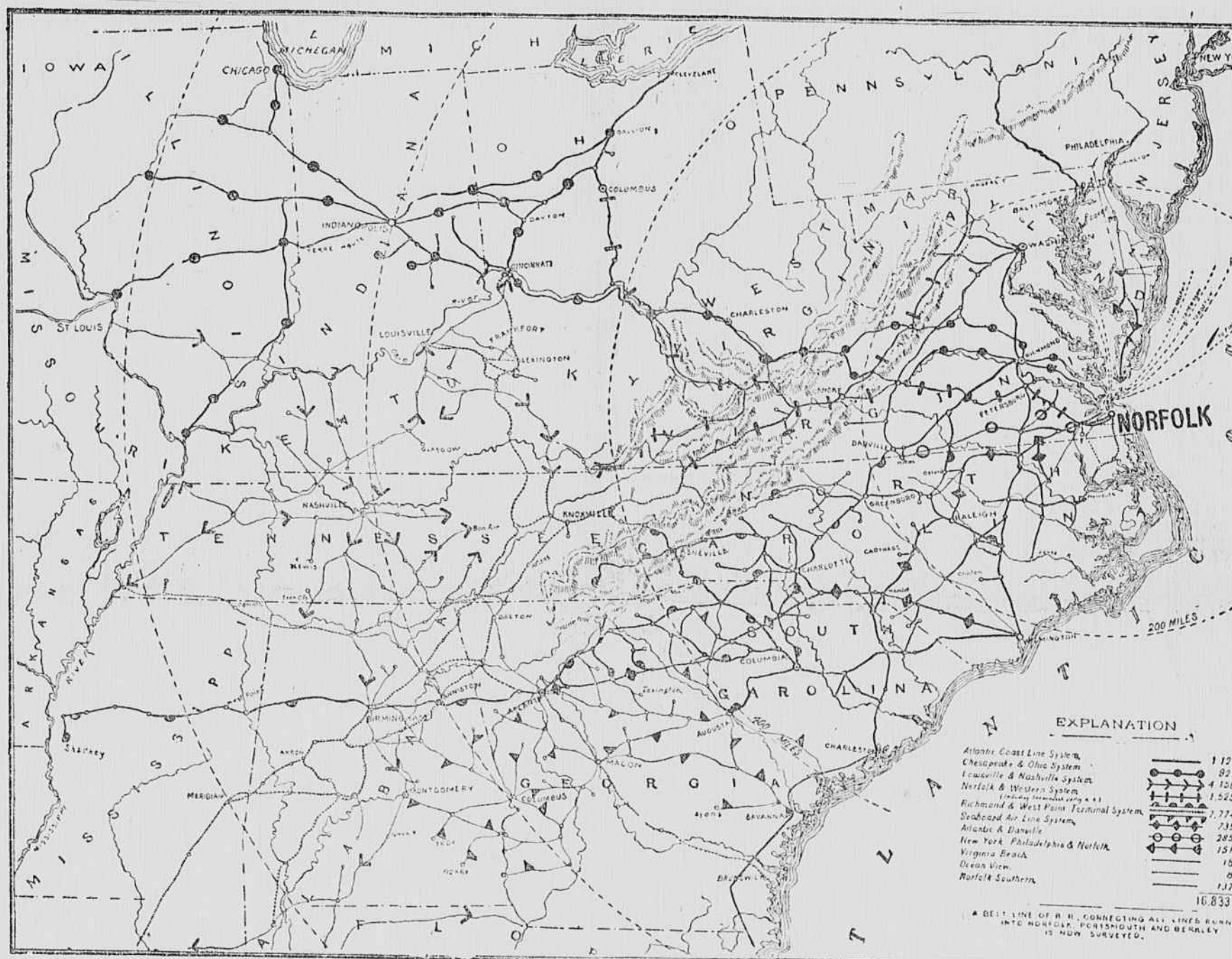
The growth of the steamboat and steamship transportation has however necessarily kept pace with that of the railroad development; not only as it relates to one certain trade, but also to the foreign business, and so much so in connection with the latter line that in the last year two regular direct lines of splendid freight ocean steamers to Europe have been established, viz., the Parnassus line in connection with the Chesapeake and Ohio railroad and the Norfolk and North American Steamship Company, principally in connection with the Norfolk and Western railroad. It is estimated that there were over 4,000 vessels cleared coastwise and foreign last year. In the aggregate of its maritime interests Norfolk stands next to New Orleans among the Southern ports. It has grown much faster than any other of the South. Aside from the foreign lines, stated above, its principal steamship and steamboat lines are as follows:

THE OLD DOMINION.
THE MERCHANTS' AND MINERS'.
THE CLYDE.
THE WASHINGTON STEAMERS.
THE BAY LINE STEAMERS.
THE JAMES RIVER.

Besides these are steamboat lines connecting with the Sound section of North Carolina, the Neuse and

NORFOLK'S TRADE AREA.

Nearly Eighteen Thousand Miles of Railroad Connections, Besides Several Thousand Miles of Water Transportation, Exhibits Norfolk's Advantages in the Highways and Water Ways of the Business of the Country.



THE MAP ABOVE gives an idea of the trade area of Norfolk reached by the great railroad lines which seek our magnificent deep water harbor.

The map is from the design of Mr. Walter Sharp, of this city, and published by him two years ago. At that time the railroad mileage to this port was 16,833, as shown by the map. At present it will reach nearly eighteen thousand miles. The territory embraced is rich and prosperous. It opens up a magnificent field for business push and pluck and enterprise. It presents all the opportunities for growth and development. It is the guarantee of the "GREATER NORFOLK."

With eighteen thousand miles of railroad connections and several thousand miles of water transportation, employing the services of the large and splendid ocean steamships, magnificent Bay and Sound steamers. Surely the future is most promising.

river, the York and Rappahannock. Below will be found a detailed statement of the transportation facilities, rail and water, which will be interesting reading.

The Norfolk and Western Railroad.

No review of the commercial interests of Norfolk would be complete without mention of the Norfolk and Western Railroad, a great factor in the prosperity of the city which it has done so much to foster and bring her commercial advantages prominently to the notice of the world. The Norfolk and Western Railroad has been a great, if not the greatest factor of all the lines terminating in this vicinity in the development of the port. It has no other seaboard terminus, and consequently the full tide of its export business flows through its port.

The enlightened and enterprising management of this great corporation, recognizing the importance of the magnificent harbor, early began to lay plans for the development of the shipping interests of the port by reaching out after other branches of traffic than the cotton business, which constituted the staple of her export

trade in the early eighties. In anticipation of this broadening out of trade lines, the warehouses on the water front at Norfolk were enlarged and additional buildings erected, a commodious and conveniently arranged grain elevator was erected and the local freight facilities extended to furnish capacity many times greater than the inadequate arrangements then in use. In addition to this, the splendid harbor frontage at Lambert's Point, one and three-fourths miles in length, was acquired and work commenced on the extensive coal piers at that point.

The results of the great financial outlay required to construct these improvements, have not been disappointing to the far seeing management of the company. Not only has the local business of the city itself increased with giant strides, but the character of the export business of the port has been revolutionized until now, where cotton once reigned supreme, coal, grain, flour, packing house products, tobacco, lumber, logs, staves and the multifarious items of general export traffic from the South, West and Northwest supplement the ship-

ments of the great staple product of the South in swelling the volume of business that has made Norfolk the most important shipping point south of Baltimore.

In effecting the splendid results thus achieved, the Norfolk and Western Railroad has thrown out lines in every direction, drawing tribute from all sections of the country. When the railway property passed into the hands of its present owners, its entire line was 428 miles in length, including main track and branches, with less than seventy-five miles of sidings. The work of extension was pushed with vigor, the first important enterprise being the building of a line to the Pocahontas coal field, which was later extended to the Ohio river, making with the acquisition of the Seoto Valley Railway a continuous line of 707 miles from Columbus, Ohio, to Norfolk, and forming a direct line from the Northwest to tidewater.

Meanwhile a line of railway 100 miles in length was built from Graham, Va., on the branch to the coal region, to Norton, Va., forming a connection with the Louisville and Nashville Railroad, and thus reaching the fruitful territory of Ken-

tucky and the Middle Western States. The South and Southwest was already tributary by the through line via Bristol and the East Tennessee, Virginia and Georgia Railroad.

The acquisition by lease of the Shenandoah Valley, the Lynchburg and Durham and the Roanoke and Southern, added to the total mileage of the system, until the number of miles operated by the company has been quadrupled, being now 1,407 miles, with second tracks and sidings aggregating 555 miles additional. Nor has the company been found wanting in the improvement of its equipment for the handling of the tremendous volume of business thus attracted over its line, and the results of the vigorous policy of extension and development of the system has been seen in the growth and prosperity of Norfolk as its shipping terminus.

A few facts and figures relative to the extent of the Norfolk and Western's physical interests at Norfolk and Lambert's Point may, perhaps, be interesting. The river frontage owned by the company within the city of Norfolk extends over one-third of a mile. Its grain elevator

has a storage capacity of 100,000 bushels, with receiving and shipping capacity of 50,000 bushels per day. The company also owns a floating elevator, which by utilizing barges during the rush of the grain season, renders the facilities for elevation and storage practically unlimited.

The three large warehouses on the wharves have a capacity of 9,000 bales of cotton, or about 1,500 tons of general freight. In open sheds storage room is provided for 5,000 bales of cotton, or 1,750,000 feet of lumber, or about 1,500 tons of miscellaneous freight. Uncovered storage is provided for 3,500,000 feet of lumber, or 1,750,000 staves, or 16,000 tons of pig iron. In the local warehouse the receiving and shipping capacity is 1,000 tons of general freight per day. The local coaling station in the city of Norfolk has facilities for unloading 100 cars of coal per day.

At Lambert's Point the two coal piers have at present a shipping capacity of 1,200 tons of coal per hour, but even these immense facilities for unloading from cars to vessels are not regarded as sufficient for the requirements of the coal business, and improvements are now in con-

templation which will enable the unloading of 2,000 tons per hour. Warehouses Nos. 1 and 2 have a combined capacity of 4,100 bales of cotton, or about 35,000 tons of general freight. The uncovered area for the storage of rough lumber and pig iron at Lambert's Point is unlimited in capacity.

The importance of the volume of traffic at Norfolk and Lambert's Point is indicated by the fact that thirty-two miles of sidetrack in the vicinity of the points are required to enable the business to be handled with economy and dispatch.

The through traffic between Norfolk and the Northern seaboard cities is handled by regular lines of modern steamships--the Old Dominion Steamship Company to New York, the Merchants' and Miners' Transportation Company to Boston and Providence, the Clyde Line to Philadelphia, the Bay Line to Baltimore and the Norfolk and Washington, D. C., Steamboat Company to Washington. In addition to the coastwise steamer lines the New York, Philadelphia and Norfolk railroad connection via Cape Charles reaches New York, Philadelphia and intermediate points.

The direct ocean steamer connection for British and Continental ports is the Norfolk and North American Shipping Company (Limited), whose first vessel, the "Lambert's Point," made its initial trip recently. For several years the North American Transport Company (the parent of the new line) has been handling this export traffic with chartered steamships, but the business has developed to such an extent as to warrant the building of a regular line of modern ocean freight steamers, of which the "Lambert's Point" is the pioneer.

Rapid as has been the progress of the development of the freight interests of our city, its passenger business has not been neglected. Among the first of the radical improvements made by the company, after the acquisition of the road, was the erection of the present handsome passenger station in lieu of a ramshackle structure, which was neither creditable to the road nor convenient for its patrons. During the intervening years the character of the passenger service has steadily improved, and to day the people of this city have at their command facilities for travel that are excelled by those of no other city in the South.

Double daily service in both directions is enjoyed by means of the regular through trains which give both morning and evening schedules in and out, and in addition to these convenient time tables, the famous "Cannon-ball" vestibuled limited train between Norfolk, Petersburg and Richmond, places Virginia's three principal cities in the attitude of next-door neighbors. Its present schedule time between Norfolk and the Capital City is two hours and twenty-five minutes, or a rate of speed averaging over forty-five miles an hour. The suburban passenger traffic is amply cared for by a train making four daily trips in each direction between Norfolk and Lambert's Point, and another making two daily trips to and from District Swamp.

Seaboard Air-Line.

It is but a few years since the various roads comprising the Seaboard Air-Line were formed into a system which is now one of the leading and most progressive trunk lines in the South. The system is what its name suggests--an air line from Norfolk to Atlanta, with such branches and side spurs as make it a useful and profitable combination of facilities for carrying passengers over some of the most beautiful, productive and prosperous portions of Virginia, the Carolinas and Georgia and for gathering from plantation, mine and mill the rich products of that region and bringing them to the splendid deep water terminus at Norfolk for distribution to the North and West and the old world.

The tracks of the Seaboard Air-Line extend over 334 miles through almost every variety of country known, from the sea-washed shores of Tidewater Virginia, through the beautiful rolling country of the Piedmont section, to the cloud-capped peaks of Western North Carolina. Looking through the car window in Virginia, the tourist will see some of the most productive truck farms in the world, vast plantations employing hundreds of hands and growing acres and acres of green stuff for Northern markets. Further south, in North Carolina, he will come upon the inexhaustible bottom lands of the Roanoke, and then those tobacco fields which undoubtedly produce the most perfect bright leaf in the world.

South of Raleigh he enters the territory known as Pine Hills, where the hand of Providence has placed a natural sanitarium and where the grape, the peach and the blackberry, as well as many other small fruits, reach a maximum of quantity and